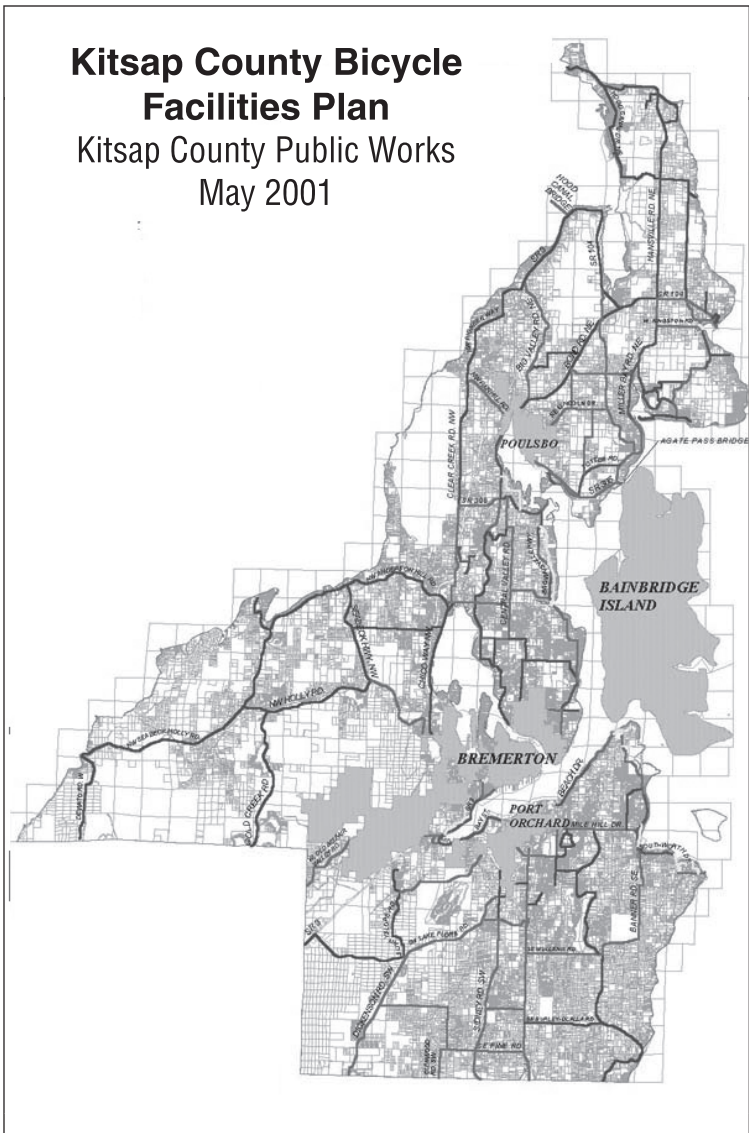


Share Information on Bicyclist and Pedestrian Issues Between Washington’s Agencies, Jurisdictions, and Organizations

- WSDOT, in partnership with regional agencies and local governments, are developing an inventory of statewide bicycle and pedestrian facilities that will be used to identify and prioritize needs.
- WSDOT will provide technical assistance and support to communities conducting bicycle and pedestrian needs assessments (2006).
- WSDOT and Department of Health will implement a survey to obtain better information on bicycling and walking trends that will be used to implement the new requirements of the Growth Management Act related to improving health, physical activity, and biking and walking (2009).



- WSDOT maintains an information clearinghouse through such technologies as the Internet where citizens and local governments can access current information on bicycling and walking in Washington, best practices, standards, and other related resources.
- WSDOT, Washington Traffic Safety Commission, and Department of Health will continue to support local pilot projects and provide technical and financial assistance to local agencies on bicycle and pedestrian design and site location (e.g., capital improvements, visioning, planning).



For more information, contact:

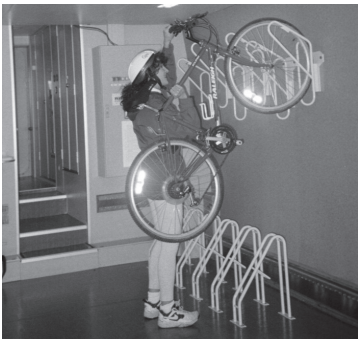
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Washington State Bicycle Transportation and Pedestrian Walkways Plan

September 2005



Walking and bicycling are integral parts of a balanced transportation system. People in Washington walk and bike to work, school, for pleasure, shopping, and to connect with transit, ferries, or other transportation services. Most of us are pedestrians at some point of every day, and all modes of transportation include a pedestrian component. In some areas of the state, walking and bicycling play a significant role in reducing traffic congestion.

A transportation system that supports more walking and biking has benefits for the state and its communities. For individuals, immediate and long-term health benefits

include reducing the risk of heart disease, diabetes, and obesity. Fewer motor vehicles on the road will result in less pollution and a healthier environment.

Walking and biking also have an economic impact. Bicycle touring is big business in Washington. Communities with pedestrian-friendly downtowns may enhance economic vitality by encouraging visitors to stop and shop at businesses. Individuals who walk or ride a bike may see a reduction of expenses related to owning and operating a car.

The Goals of this Plan ...

The Washington State Department of Transportation (WSDOT) produces the Bicycle Transportation and Pedestrian Walkways Plan for Washington State (RCW 47.06.100). This process involves all state, regional, and local agencies, and organizations with a role in bicycling and walking.

For this plan, the primary goals identified for improving bicycling and walking across Washington State are to improve pedestrian and bicycle safety, while at the same time increase the number of people bicycling and walking.

How will we know if we are meeting the goals?

Currently, bicycling and walking account for approximately 5 percent of all trips and over 6 percent of work trips in urban areas. An average of 88 pedestrians and bicyclists are killed in traffic crashes across the state each year. The majority of the bicycle and pedestrian crashes that result in serious injuries and death involve young children or the aging (*Source:* US Census and the Federal Fatality and Accident Reporting System). WSDOT will be monitoring and reporting on these and other benchmarks annually.

How will Washington State accomplish these goals?

The primary strategies for increasing bicycling and walking while making it safer include:

- Maximizing funding through partnerships;
- Raising awareness of bicycle and pedestrian safety needs; and
- Sharing information on bicycle and pedestrian issues between Washington’s agencies, jurisdictions, and organizations.



Maximizing Funding Through Partnerships

- WSDOT, Washington Traffic Safety Commission, regional agencies, cities, and counties are developing new partnerships to fund projects that improve safety and enhance mobility for bicyclists and pedestrians, especially for the young and the aging.
- WSDOT is working with the State Department of Community Trade and Economic Development and other partner organizations and agencies to develop guidance and technical assistance for cities and counties as they implement the new requirements of the Growth Management Act related to improving health, physical activity, biking, and walking.
- WSDOT will work with the Washington Traffic Safety Commission to investigate ways to monitor compliance with state bicycle and pedestrian laws (2006).
- WSDOT, school districts, cities, and counties are working to establish safe walk routes between schools and their surrounding neighborhoods.



- WSDOT, regional agencies, cities, and counties will continue accommodating bicycle and pedestrian travel in new roadway construction and reconstruction projects by (Title 23, Section 217g, US Code):
 - Including safe connections and convenient access to pedestrian and bicycle facilities (bicycle covered-parking facilities, racks, etc.) at transit centers, transit stops, airports, rail terminals, ferry terminals, and park and ride lots.
 - Modifying roadways to include paved shoulders or bicycle lanes, sidewalks, and safe crossings with a focus on known accident locations.
 - Creating new and maintaining existing corridors for bicycle and pedestrian transportation purposes.
 - Restoring bicycle and pedestrian connections that have been severed by a road project.

- WSDOT, cities, and counties are working to improve bicycle and pedestrian access, including Americans with Disabilities Act standards, on or near state and local roads.
- WSDOT will work with the Interagency Committee for Outdoor Recreation, Agency Council on Coordinated Transportation, and local agencies and organizations to develop bicycle signage and associated route maps for key tourism destinations (e.g., Mt. Rainier Route, Coastal Route, etc.) (2007).



Raise Awareness of Bicyclist and Pedestrian Safety Needs

- Washington Traffic Safety Commission and WSDOT will coordinate with the Criminal Justice Training Commission and the Washington State Patrol to improve academy and in-service bicycling and pedestrian safety education to officers at the state and local levels (2006).
- Washington Traffic Safety Commission and WSDOT, in partnership with the Department of Licensing, Department of Health, and Washington State Patrol, regional agencies, cities, and counties will work to review existing state laws related to bicycles and pedestrians and make recommendations for improvement (2009).



- WSDOT and Washington Traffic Safety Commission is partnering with other state agencies, schools, and local governments to improve the availability of safety education materials to students in K-12 and targeted population groups on appropriate pedestrian and bicyclist actions.
- WSDOT, in partnership with the Washington Traffic Safety Commission, the Department of Licensing, and other agencies, is instituting a program that would educate drivers, bicyclists, and pedestrians of the rules of the road including the provision of more information in the state driver’s manual and exam (2009).